PACIFIC RAILROAD DEBTS.

INTERVIEWS WITH EX-SENATORS THUR-MAN AND M'DONALD.

Some Interesting Facts and Figures About the Big Burden in Railroad Securities Assumed by the Govern-

[Special disputch to the Cinetimati Empifer.] Columnus, Omo, June 11.—I met ex-Senator Joseph E. McDonald, of Indian apolis, at the Neil House last evening. He was overhere on the Bell telephone case. Knowing that he took an active part in the Thurman funding act, relating to the Pa-

Thurman funding act, relating to the Pacific roads, while a member of the United States Senate, I asked him to give me his views upon the pending bill, framed by Congressman Outhwaite, extending and fixing the time for the payment of the Pacific railroad bonds.

Senator McDonald entered into some very futereating details, beginning with the original Thurman act and coming down to the present. These details in full are too lengthy for publication, and I shall content myself by giving some of the main points.

tent myself by giving some of the main points.

"I was a member of the judiciary committee of the Senate," said Mr. McDonald, "when the Thurman funding set was framed, and helped to formulate it. It was not what its author boped or intended, owing to powerful and adverse influences which then obtained in the Senate. It was very important, however, in the fact that it clearly established the right and the power of the government to control and regulate the Pacific railroads. The funding part of the law has been a practical failure, for raisons now obvious, but which could not then be foreseen. Under its terms the sinking fund was to be invested in government fives, and by compounding the accumulated interest it was believed that there would be enough in the fund when the bonds fell due, in 1898, to pay off a very large proportion of them. But that calculation proved to be erroneous."

"How erroneous?"

"When the government fives were taken of the market, and a large portion of the

"How erroneous?"

"When the government fives were taken off the market and a large portion of the national debt refunded; the premium on governments rose so high that those sinking fund investments accumulated no interest for years. As, for instance, when the premium on government fives rose to 194, if the sinking funds were invested in them, it would require the interest for six years to pay the premium, and there would be no accretion to the fund from interest, to be converted into principal or investment and again draw interest, as originally anticipated, and thus the sinking fund falled to develop into the redeeming factor anticipated, and thus the sinking fund falled to one is to blame that the government's credit rose so high as to emasculate one of its own sinking funds. It is a singular distinction which few, if any, nations enjoy."

"With this failure of the sinking fund part of the original scheme, what their was necessary?"

"Bemething must be done to meet the When the government fives were taken

essary?"
Something must be done to meet the "Something must be done to meet the case of the maturing bonds, which come due in 1898—that is to say, they were payable thirty years from the date of their issue, and they come due in '97, '98, and '99, the mean time being in '98. Unless something is done the government will have to take possession of the road upon its second iten and pay off the \$56,000,000 first lien."

"In what sense is the present bill a seventy years' extension?"

"In what sense is the present bill a seventy years' extension?"
"In no sense. None of the bonds are due until 1897. Under the pending bill the last payment is to be made lifty-eight years from the date of the maturing of the present bonds. But in the meantime payments are to commence at once, and there will be twenty-four semi-annual installments paid into the treasury before the first bond now existing falls que. Instead of an extension in the usual sense of the term, it anticipates a portion of the debt and continues another part of it over a longer period."
"Have you examined into the merits of the bill?"
"I have, and am favorably impressed with its wisdom and practicability."

its wisdom and practicability."
"Will you kindly explain the real object
of the bill?"

"Will you kindly explain the real object of the till?"

"Briefly it is this: It is proposed to ascertain the present indebtedness of the roads to the government, principal and interest, and consolidate them, beginning with Oct. 1, 1886. Upon this the roads are to pay into the treasury 3 per cent. Interest and a portion of the principal, beginning from that date, so that the whole of the principal will be discharged in 140 semi-annual payments. Let us take the Central Pacific, for instance. In round numbers the bonds of that road amount to \$27,000,000. The government has paid to date \$23,000,000. The government has paid to date \$23,000,000 of interest. The Central Pacific is, therefore, indebted to the government in the round sum of \$50,000,000.

cific is, in round numbers, \$33,000,000.

"Now, referring to the Central Pacific again for illustration, under the provisions of the bill it would be required to pay

tons of the bill it would be required to pay over to the government the first year 8 per cent, interest, equal to \$1,500,000, and one-seventieth of the principal, equal to \$714, 285. As the principal would decrease with each semi-annual payment, the amount of interest would grow smaller, while the sum paid on account of the principal would grow larger. Each payment thus made would render more certain all the remaining installments.

"The government now has but a second lien upon the property of the roads. There are, say, 865 miles of the Central Pacific and 1,400 miles of Union Pacific on which this second lien is placed. They have, in addition, as much more mileage on which no government lien is held. Undershe pending bill all the mileage and property of the roads is to be subjected to the second lien of the government, practically doubling the security."

"What is the government, now deriving

security."

"What is the government now deriving from these roads in the way of money?"

"Nothing. It is held for the interest on 556,000,000 bonds maturing in 1898, at the rate of 6 per cent."

"Then, under the pending bill, instead of the government paying 6 per cent, interest "Then, under the pending bill, instead of the government paying 8 per cent, interest on \$50,000,000, it will receive each year in semi-annual payments 8 per cent, beginning with that amount of interest on \$103,000,000, or over \$3,000,000 interest, and also 1½ per cent, of the principal of \$108,000,000, amounting to a million and a half annually "That is it; about as practically as it can be stated."

Then you think the bill is a wise meas-

"Then you think the bill is a wise measure?"

"Unhesitatingly I do. There are five transcontinental lines in the United States d one in Canada, If the builders of the r three lines in the United States ever less their original investment it will be Uniter Br. Outhwaite's bill the atts sure to get back its investigme. The additional security in added lieus upon additional in the fact that each investment more arre the payment of the

the fact that each investment more sure the payment of the control of the control

To-day I met Judge Tnurman in his office, and asked him to give me his views
upon the pending measure. After giving
substantially the original details as given
by Senator McDonald, he said:
"The great point in the original funding
act, known generally as the Thurman act,
was to assert the right of the government to
control and regulate the subsidized roads
under the clause which empowered Congress to 'amend, alter, or repeal' their charters. This was secured in the passage of the
funding act, and the Supreme Court sustained its constitutionality, thus saving and
establishing the rights of the government in
the premises.

and maintaining it, all the rights of the gov

and maintaining it, all the rights of the government and the people have been saved; Senator McDonald rendered valuable and efficient service, footh in confinition and fit the Senate, in framing the bill.

"I said in the debate that the bill was not what I would have made it, but it was all we could get through that Senate. The great principle of preserving the government's right of control was the important matter them. Now it is a mere mutter of business and mathematical caculation to arrange for the reimbursement of the government by the railroad companies. I do not think that I can be accused of partiality for these corporations, but I will say that there would be neither wisdom nor statesmanship in erdeavoring to impose unjust exactions upon the companies in arranging for the liquidation of their indebtedness to the government. It should be done in a fair and business-like way, which would not impose onerous burdens on the one or entail less of the danger of loss upon the other. impose enerous burdens on the one or entail loss of the dauger of loss upon the other. That is all there is in the question as it now

stands,
"I have not read the Outhwaite bill in its details, but am generally informed as to the nature of its provisions. They impress me favorably. They strike me as being fair, just, and reasonable to all parties. The matter of the time of psymeat is of little consequence, compared with the fact of the certainty that the government is to be reimbursed. If the government receives an amount in interest equal to what it pays upon its own loans and the principal in regular and fixed installments, a few years more or less make but little difference. Therefore, with a general knowledge of the provisions of the bill, I regard it as satisfactory, and just allke to the government and the companies."
"Suppose that no such a business arrangement as proposed is perfected prior to the maturity of the bonds, what then?"
"The roads would be sold upon the first mortgage, and the government would lose everything." stands.
"I have not read the Outhwaite bill in its

everything."

"But could not the government buy the roads, paying out the first mortgage, and hold them?"

"Certainly, certainly; but I don't think that any good Democrat, at least, wants the government to become the owner of the subsidized roads, with a new lot of partners, such as agents, conductors, such

the subsidized roads, with a new lot of patronage, such as agents, conductors, superintendents, officers of all kinds, and employes by the thousand, placed in the hands of the administration. That would not be wise, and, therefore, not Democratic. What we want is legislation that will secure the government and the people without making the government the owner and operator of railroads."

"Is the pending bill at variance with the principle of the original Thurman acty"

"Not in any sense. The original scheme of funding failed because of the withdrawal of the government fives and the immense and unexpected premium on the four-antia-halfs and fours. After this it only remained for Congress to devise a plan and perfect legislation to secure the result made possible by establishing the principle of government control. This is what is aimed at by the present bill. It is a plain proposition to secure the rembursement of the government, and should be considered and acted upon as such.

"The original act merely establishes the right of the government to secure and reimbursement of the details made necessary by the causes and circumstances I have enumerated."

OUR MEBCANTILE MARINE.

OUR MERCANTILE MARINE.

Vessels to be Inspected Which Are Likely to be Called Into Special Service.

The Secretary of the Navy has written the president of the board of inspection of foreign vessels, at New York, saying the department is anxious to obtain a list and department is anxious to obtain a list and description of those vessels of our mercantile marine which in time of need might be called upon at once by the government for special purposes. He also says that the department proposes to extend the functions of the inspection board by directing it to examine carefully the steamers of all classes of our mercantile marine, to ascertain and report upon their adaptability for the above-mentioned service. He also requests the president of the board to collist the interest of the shipowners in this scheme, and adds that the department will cause the names of such vessels as may fill the necessary requirements to be entered on the list, which will be known as the auxiliary naval list.

The Morning Dress. The Morning Dress.

It is said that a lady's standing in society can easily be determined by her dress at the breakfast table; an expensive, showy costume, indicating that the wearer has not yet learned the proprieties. But no one need be afraid of being called "sheddy" if her loveliness is as apparent by daylight as at the hope. Ferfect beauty is never the attendant of disease; above all, of those diseases peculiar to women, and which find a ready cure in Dr. Pierce's "Favorite Prescription." Price reduced to \$1. By drugglats.

Amendment of House Rules Proposed Representatives Holman and Springer yes terday proposed amendments of House rules as to make it in order when appropriation so as to make it in order when appropriation bills are under consideration to reduce the number and compensation of the efficers and employes drawing payment from the United States. Representative Storm offered a resolu-tion amending the rules for the remainder of the session so as to require ten objections to prevent the consideration of any measure sought to be called up for action out of order.

NEURALGIA causes alcepless nights of agony St. Jacobs Oil brings rest and peace.

Signating by Hellograph. Privates C. C. Capwell, H. Goucher, J. I. Wedmeyer, W. W. Neifert, and W. A. Whitney members of the signal corps at Fort Meyer have been transferred to Fort Bowle, Ariz., to serve under Gen. Miles for field signaling by beliggraph, which the general has found very effective in his operations against the Indians.

Popular Goods. Propular Goods.

The Philip Best Brewing Company's Milwaukee Beer, though only a few mouths on this market, has met with unprecedented sales. This is owing to the superior quality of the goods, which fact is demonstrated by the indorsement of the leading merchants in Washington. Three car loads received every week. Sold in bottles throughout the city, and in casks and bottles by Raedy & Walsh, agents, North Capitol and G streets northwest. RAILWAY NOTES.

Senator Dawes, from the committee on In-dian affairs, reported favorably a bili to grant the right through the Indian territory to the Kansas City, Fort Scott and Gulf Railroad Company.

The American Rallway Master Mechanics Association, including 146 delegates from all sections of the United States and Canada, will hold its nineteenth annual convention at Bos-ton, beginning to-day.

There is some talk on Wall street of an arrangement by which the New York and New England will gain an entrance, into New York city over the Elevated railroad, and New York parties have been heavy purchasers of the stock of late.

The trunk line matters absorbed very little attention in Wall street yesterday, and although the Chicago people continue to talk about favorable developments in the grangers, the only news from that region refers to continued trouble between the roads.

tinued trouble between the roads.

Talk was renewed yesterday of the Baltimore and Ohlo negotiations, the atory running that the Baltimore and Ohlo will go into New York city on the first of July over the Jersey Central tracks, and also that negotiations for placing a new bond had been successful.

The franchises of the Penusyivania, Poughkeenste and New England railroad were soid at Harrisburg, Pa., vesterday by the sheriff to Luther L. Cheeney for \$50. This road has been surveyed from Harrisburg and through Northampton county to the Delaware river. It also has a twenty-mile branch extending from the main line to the city of Reading.

Trial was begun in the United States circuit court at New York yesterday of a suit-brought by Hunter, Sampschel, and Wells against the International Construction Company, in which Jay Gould is interested. The plaintiffs claim that they constructed a railroad from Nueva Laredo to Victoria, Mexico, under contract with the defendants, and that \$405,028 is still due them. Gen. Thomas Exving of Ohlo, is counsel for the plaintiffs. Ex-Judge Dillon appears for the defense.

Commenting upon the probability of the Ale.

"The great point in the original funding act, known generally as the Thurman act, was to assert the right of the government to control and regulate the subsidized roads under the clause which empowered Congress to 'amend, alter, or repeal' their charters. This was secured in the passage of the funding act, and the Supreme Court sustained its constitutionality, thus saving and establishing the rights of the government in the premises.

"Mr. Blaine offered an amendment to the funding bill to surrender the right of the government to 'amend, alter, or repeal,' but I said that I would sooner see all the money the government had put into the roads sunk in the bottom of the Allantic ocean than that it should surrendering it everylows would have been lost; in assersing for the plaintiffs. Ex Judge Dillon sphera for the defense.

Section of the central passenger committee, the Cincinnant Enquire sage: "It is surmised that between now and the day appointed for the clincinnal Enquire passenger committee, the clincinnal Enquire pa

THE NAILOR CASE DECIDED.

Decree in Favor of Allison Nation, Jr., Except Property Purchased at Marshal's Sale.

The general term has rendered a decision in the case of Natior vs. Natior. This was a suit brought by Washington T. Natior and others against his brother, Allison Nailor, and his wife, charging that by undue influence and fraud Allison. Natior and his wife had obtained certain property from his wife had obtained certain property from
their father, Allison Nailor, sr., at times
when, through drunkenness and debauchery, their father was incompetent to
do any business; and also that certain property hought by their father and by his direction deeded to his son Allison Nailor white
an infant was not intended as a gift, and
that certain real estate bought by Allison,
jr., from his father had never been paid for;
and further, that certain pieces of property
bought by Allison, Jr., at public auction
when sold by the marshal under execution
should properly be declared a part of their
father's estate.

The court decided that Allison Nailor, sr.,
the father, was perfectly competent to con-

The court decided that Allison Nailor, sr., the father, was perfectly competent to convey the property deeded by him to his son Allison; that there was no evidence of any undue influence or fraud on the part of Allison, jr., or Mrs. Allison Nailor, toward Allison Nailor, sr.; and that the deeds from him to Allison Nailor, jr., were good and valid, and the suit must be dismissed as to all that property.

valid, and the suit must be dismissed as to all that property.

Further, that Allison Nailor, sr., did in-tend to give to Allison Nailor, jr., the property he had purchased and caused to be deeded to Allison Nailor, jr., while an infant; and the suit was dismissed as to that property. that property.

Eurther, that the house purchased by Allson Nailor from his father did not enter into the cause, and the suit is dismissed as to that.

enter into the cause, and the suit is dismissed as to that.

That as to the preperty purchased at the
marshal's sale, Allison Nailor is to hold
that property as trustee for his father's
estate, and after receiving all his purchase
money, interest theron, taxes, and other
money he may have expended upon the
property, he is to deed it to the estate.

This decision is in the same line as that
made by the Supreme Court of the United
States in the case of Nailor vs. Conley
made some weeks ago, in which the decision of the supreme court of the District
was overruled.

HERBERT SPENCER says that a man's conversation is a sure index to his mental capa-city; we therefore account for the numerous flattering commendations made by our most learned men of the merits of Dr. Bull's Cough

District Matters in Congress The bill to incorporate the Young Women's Christian Home passed the House yesterday, also the bill prohibiting bookmaking and poolalso the bill prohibiting bookmaking and poolselling on races. An effort was made to excupt the National Jockey Club races, but failedSenator Harris reported favorably to the Senate the bill to exempt the Young Men's Christian Association property from taxation.

Senator Call introduced a petition from employer of the Washington navy yard in favor of
the bill granting fifteen days' annul: leave of
absence to navy yard attaches.

Senator Yan Wyek, in the Senate yesterday,
submitted a resolution directing the District
committee to report a bill to prohibit the consolidation of the Georgetown Gas Company
with any other corporation of the District, also
to direct the Senate District committee to investigate the Georgetown company on the same
line as the pending inquiry into the Washington company. The resolution went over until
to-day.

A resolution was introduced in the House

line is the pending inquiry into the washington company. The resolution went over until
to-day.

A resolution was introduced in the House
yesterday by Mr. Hewitt, having in view the
transfer of the proposed celebration of the annniersary of the adoption of the constitution of
the United States, and of the discovery of
America, from Washington to New York.

A favorable report has been made by the
library committee on the bill introduced by
Mr. Everhart, of Pennsylvania, to authorize
the president of the Senate, speaker of the
House, and Secretary of War, or a majority of
them, to employ competent persons to cast or
cut in bronze or marble a statue, equestrian or
otherwise of Gen, Anthony Wayne, "some
time general-in-chief of the United States
army," and also a statue, in bronze or marble, st William Fenn, the founder of Pennsylvanis, and to have these statues erected on
suitable sites in the public grounds of Washington, and for this purpose the bill appropriates \$60.00, to be expended under the direction of the Secretary of War.

The Wine of Poesy and Fact. The poets of the world have all taken their "ling" at wine, some to praise and some to hisme its generous powers. But there is no wine that needs nothing as the hauts of poets, G. H. Mumn's Extra Dry is the poetry of who

EDITOR NATIONAL REPUBLICAN: WILL YOU EDITOR NATIONAL RETURLICAN: Will you please answer these questions in your paper if you have room? 1. Can anyone take books from the Congressional Library, or only members of Congress? 2. How long can the President be absent from the white house during the session of Congress at one time, as for instance, on his bridal tour to Deer Park? 3. When does Congress adjourn for the summervacation? 4. How many representatives has New York state?

OLD REPUBLICAN.

ANSWERS. Anyone can take book-tonal Library on depositing the book, uninjured, be retu-2. The President can be 2. The president can be ite house at any time and for any length o time.

3. Congress can adjourn for summer vacation whenever it may choose; it can sit till the 4th of next March, should it wish to do 2s.

4. New York state has two senators, one member at large, and thirty-three other representatives.

Its freedom from opium and morphia makes Red Star Cough Cure safe, prompt, sure.

Republican Senatorial Caucus. Republican senators held another order of suriness caucus yesterday morning. They dis-sussed the proposition of the Democrats to put cussed the proposition of the Democrats to put the Mexican person bill and the Hot Springs rill upon the list of measures to be considered this session. The proposition found no advo-cates, but many opponents, in the caucus. No determination was reached. The river and harbor hill, the time of its consideration, the limit within which it was best to reep its ag-gregate, and its probable fate when it reaches the President were incidentally discussed at some length.

Building Prospects Increasing. Building Inspector Entwistle stated yester-erday that 1,921 permits have been issued so far this year. Last year 1,677 permits were issued. The whole value of permits taken out yesterday amounted to \$70,000, the largest amount for any day during the past six weeks. Of this amount Mr. R. I. Fleming is credited with \$52,000.

A Bird in the Hand is Worth Two in "A Bird in the Hand is Worth Two in the Bush."

When we are out of order and want to get in order we must first get the system in tone. When we are sure what will produce this happy effect it's not worth while to be dodging about from pillar to post trying all sorts of remedies. Dr. Henly's Celery, Beef, and Iron is the one thing needful. Why? Because it combines the three ingredients necessary to strengthen the entire system—Celery for the nerves, Beef for the muscles, Iron for the blood. Ask your drugglat for it.

Templars on a Pilgrimage. One hundred and fifteen Knights Templar of Richmond reached here late last night, and immediately proceeded on their way to Providence, R. I. The members of De Molay Mounted Commandery, No. 4, K. T., of this city, leave to-dony for Borton. They will be the guests of De Molay Commandery of that city, and will remain there three days.

Our Worst Enemies,

Next to our vices, are our follies. Among them
is the imperiling of future bodily comfort,
and the average tenure of life to which persoms of moderately good constitutions are
persumably entitled, by impredence in cating
and drinking, and the reckiess use of drugs.
It is one of the happy capabilities of Hosteiter's Stomach Bitters that it can repair damages thus inflicted. When the blood is thin
and watery, the bowels out of order, the complexion and tongue both giving evidence of
billousness, there is, necessity for repairs
upon the human tenment obvious enough to
startle its possessor. A course of the Bitters,
the abandouncut of "druggling" for relief,
and a common sense diet and mode of lifeliness will speedly produce a change for the
botter. What quinne for fever and ague, and
mercury for billousness and constipation
won't do, the Bitters will. It also relieves
rheumatism and neuralgis, and inactivity of
the Kidneys. Our Worst Enemies,

The Sundry Civil Appropriation Bill. As agreed upon in committee the sundry civil appropriation bill appropriates \$21,053,322. The estimates aggregated \$78,564,600. The appropriation for the present year was \$23,295,747. The bill shows a larger reduction, as compared with the estimates, than any other reported this nession from the appropriation committee, it will be reported to the House in a day or two.

Ma. McDonall, of the Park Hotel, Williams-port, Pa., will be at the Riggs House Monday, 14th, and Tuesday, 15th. Diagrams of this fine hetel can be seen and raise ascertained for June, July, August, and september. Saveral Washington families have secured their rooms, this being their stath summer, which speaks well for the hotel and its management.

THE MARKETS.

Business in Stocks Confined Within

Narrow Limite. NEW YORK, June 14 .- There was very ittle news to-day affest upon the street, and the market was confined within narrow imits. The bulls, however, had the market well in hand although transactions were confined principally to room traders. The

confined principally to room traders. The principal bear operators, although talking lreply in favor of lower prices, are evidently doing very little in that direction.

The market opened rather heavy this morning, prices being from \$t o \$\$\frac{1}{2}\$ per cent. below Saturday's closing prices. It became strong almost immediately and prices continued to rise almost without interruption until I p. m., when there was a alight movement followed by a steady market until in the last hour, when there was again some heaviness apparent, but the market closed steady, close to the best of the day.

was again some heavines apparent, our the market closed steady, close to the best of the day.

The total day's business amounted to 244,241 shares upon four hours of business—the exchange not having opened until 11 o'clock—an increase of 08,000 shares for five hours on Saturday.

Money on call is easy at 1½ to 3½, last loan at 2. Sterling exchange is dull at unchanged quotations; actual business at \$4.80½ to \$4.87½ for 60 days, and \$4.89½ to \$4.90. Government bonds have been quiet and firm for the issues traded in. Baliroad bonds have been fairly active and strong.

Treasury balances: Coin, \$129, 108, 584; currency, \$13, 945, 970.

Quotations of Monday's Stock Sales.

rency, \$13,945,970.

Quotations of Monday's Stock Sales.
The following sally market reports have been furnished by J. Vance Lewis, broker, Le Droit building, Eighth and F streets, being the most so-tive stocke in the New York exchange:

		Upng.	High.	Low.	Cleg.
. 1	Canada Pacific		603b	6536	65%
1	Central Pacific	4114	4114	4134	411%
ч	C., B. and Q	15(%	134%	134%	134%
: 1	Delaware & Hudson	9676	11676	\$55m	108 hp
ч	D., L. and W	130%	130%	1303m	100%
я	Rele	25%	2434	25%	2174
M.	Konsas and Texas	25%	28%	28%	25%
ш	Jersey Central	D114	00/98	0.536	2016
Ш	Lake Shore	834	0.45%	8046	81%
21	Le and N	100	23.4	200	20.0
и	Missouri Pacific	10076	1000	12094	1000
ŧΙ	Northwestern	710-07	11056	11156	11111
u	Northern Pacific	9734	9716	9755	9745
úΠ	N. P. pref	B776	50	6754	50
91	New York Central	10434	104%	10414	104%
Ш	Omnha	47	45	45%	47%
٩	Omaha pref	11014	11114	119%	11114
111	Oregon Trans	B23/a	33%	11114	2316
ш	Oregon railway	104%	105%	104%	105%
10	Pacific Mail	52%	53%	88%	53
4	Reading	24	21%	24	24%
6	Bt. Paul	9276	80.0	- 50.M	80.4
\$	Texas Pacific	11	1146	11	11%
1	Union Pacific	10134	1007	10/16	10.49
	Western Unlon	HIN.	6016	6135	6310
	Oil	66	CHAIL.	6556	6516
		114		100.00	9938
20	Grain an	d Pro	vision	18.	

Pollowing is the range of prices in the Chicag market, furnished by B. K. Plain & Co., St. Cloud Building, corner of Night and F streets.

6 12% 6 12% 6 12% 6 12% 6 12% 6 22% 6 22% 6 20 6 22% 6 30 6 30 6 27% 6 30

Aug. 6 22% 5 22% 5 22% 6 30

Washington Stock Exchange.
The following list of the most active stocks dealt in on the Washington Stock Exchange is furnished by Messrs. Bell & Co., bankers. No. 1617 Pennsylvania avenue:
June 14, 1886.
Permanent imp. 78, 1891, coin. 115½ 115½
Permanent imp. 78, 1891, cur. 110½
Market stocks 78, 1890, cur. 120
Water stocks 78, 1890, cur. 120
Water stocks 78, 1890, cur. 134
Fifty-year funded 3.50, 1924, cur'ey. 119½ 121
Twenty-year funded 5 p. e. 1890, cur. 115½
Thenty-year funded 5, 1892, coin. 115½
Thenty-year funded 5, 1892, c I Bank of Washington.... ional Metropolitan Bank, ional Bank of Republic... mers & Mechanics' Nat

Baltimore Produce Market-June 14. Battimore Froduce Market—June 11.
COTTON firm; middling, 5%c.
FLOUR nominally steady and quiet—Howard street and western super, \$2.568.00; do extra, \$3.568.80; do namily, \$1.068.87; city mills super, \$2.568.00; do extra, \$3.558.00; file brands, \$4.508.75; Patapson family, \$5.15; do. superlative patent, \$5.50.
WHEAT—Southern quiet and nominally steady; western steady and dull; southern rod, \$288.86; do, amber, \$66.889; No. 2 western winter red, July, \$1%c asked; August, \$268.87%.

CORN—Southern steady and quiet; western lower and dull; southern white, 425-4540; do, yellow, 416-455; western mixed, south 445-45; de 111y, 412-64554; August, 443-64554

436-43.4c; July, 413-6-485.4c; August, 443-6-441.6 steamer, 53-6-53.4c.

OATS steady, with more inquiry; southern, 53-6-57c; western white, 53-6-57c; do, mixed, 53-6-57c; western white, 53-6-57c; do, mixed, 53-6-57c; exercing the steament of the steament

COPPEE lower and dull; Rio cargoes, orninary to fair, 85-68-95c.

SUGAR steady; A soft, 63-c; copper refused dull at 92-68-9c.

WHISKY Quiet at \$1.1968-1.20.

BALTIMORE STOCK MARKET.

BALTIMORE, June 14.—Virginia 6s. past-duc coupons, 64; do. 10.49s, 403-4; do. new 3s, 643-4 bid to-day.

BALTIMORE CATTLE MARKET.

BALTIMORE CATTLE MARKET.

BALTIMORE CATTLE MARKET.

BALTIMORE, June 14.—Beef cattle market less active than last week; tops a shade lower; other grades 343% off. Best beeves, 59,265%; first quality, 64,260%; ce medium, 44,260; ordinary, 26,33%. Most sales were from 37,465%; codinary, 26,33%. Most sales were from 37,465%; crecipts, 679 head; sales, 711 head. Swine—Fair supply and equal to a moderately fair demand; receipts, 6,296 head at 56,59%. The receipts of sheep and lambs were 6,981 head; quotations—sheep, 26,44%; lambs, 36,60.

THE COURT RECORD.

Court in General Term-Chief Justice Cartter and Justices Cox and James—White vs. Crenshaw; opinion by Justice James sustaining will and directing specific performance. Keeler vs. District of Columbia; opinion by Justice James reversing Judgment below and remanding case. Natior vs. Nallor; opinion by Justice Cox, Chief Justice Cartier dissenting. Sohn vs. District of Columbia; opinion by Justice James affirming judgment below. Money-ham vs. Pennsylvania railroad; opinion by Justice Cox affirming judgment below; Green vs. Norment; motion for new trial overruled. Johnson vs. District of Columbia; opinion by Chief Justice Cartier reversing Judgment and remanding case with instructions to dismiss. Marshall vs. Lynch; opinion by Chief Justice Cartier railrining ladgment below. Glenn, trustee, vs. Matthews et al:: on hearing. Circuit Court—Justice Hagner.—Moore vs. Barber et al.; on trial. Bright vs. Patton et al.; term further extended until next Saturday. Assignment for to-day—Nos. II, 127, 22, 28, 36, 100, 101, 109, 110, 112, 115, 117, 115, 119, 120.

Kenitiv Court—Justice Merrick.—Gunton vs. ter and Justices Cox and James-White vs.

98, 95, 160, 101, 109, 110, 112, 115, 117, 118, 119, 120, Equity Court—Justice Merrick.—Gunton vs. Zanisinger: conveyance by trustee ordered. Houston vs. Gerland; sale rathled nisi. Green vs. Farmers & Mechanies' Bank: certified to the general term Leitch vs. Aktinson; proconfesso. Cross vs. Hillyard; testimony ordered taken before Examiner R. L. Miller, Sparks vs. Sparks; motion to pay purchase money into court denied. Finn vs. Finn; contract for sale ratified. Burroughs vs. Davidson; final decree. Evely vs. Evely; divoce granted. Assignment unchanged.
Criminal Court—Justice MacArthur.—Andrew Martin, assaulting officer; not guilty. Mr. Harris, assault not guilty. Langdon Jones, assault with Intent to rape: pleaded guilty, five years in the penitemiary. John H. Will. Harris, assault with intent to rape; pleaded gullly, five years in the penitentiary. John H. Hooks, keeping hawdy house; gullly, sentence suspended. Chas. K. Ward (second offense), pull larceny; gullty, three years in the penitentiary. Assignment to-day—District, cases,

GOUT, in most cases first makes itself known by an acute pain in the joint of the great toe. This most exerucialing pain may be ikened to that produced by the driving of a wedge under the nail. When thus affected rub well with Salvation Oft, the greatest, pain cury on earth. Price, 23 cents.

COMMERCIAL AGENTS' TAX. Investigation Proposed to See How the

Law Has Been Administered. A resolution was introduced in the House yesterday by Mr. James, of New York, in relation to the license tax of this District imposed on commercial agents. The pre-amble quotes the District law imposing the amble quotes the District law imposing the tax on the agents, and says that the income to the District from 7,000 commercial travelers who visited it for business purposes last year should have aggregated a large sum, possibly reaching nearly a half million dollars, besides, if properly interpreted, the law would exact the same license fee from salesmen of firms doing business in the District who "offer for sale goods, wares, or merchandiss by sample, catalogue, or salesmen of firms doing business in the District who "offer for sale goods, wares, or merchandise by sample, catalogue, or otherwise;" that "the records of the assessor's office show that only thirty-eight licenses were taken out during the year, and that those who took them were brokers, who have a system whereby they sublet the said license to the said commercial travelers or otherwise arrange with them whereby the law is evaded to the great pecuniary advantage of the said brokers and to the injury of the District," and that "the system is fraught with evil, and withal is extremely demoralizing in many ways, and sometimes leads to collusion between officials and the said commercial travelers." The resolution provides "that the speaker appoint a special committee of three members of this House to investigate the facts, with power to send for persons and papers, and to make report thereon, with such recommendations as they may deem wise, and that such expenditures as there may be in carrying out this investigation, not exceeding \$1,000, be paid out of the contingent fund of the

Changing Inauguration Day, &c. Changing Inauguration Day, &c. In the Senate pesterday Mr. Hoar submitted a joint resolution proposing a constitutional amendment to provide that the term of office of the President and of the frieth Congress shall continue until the last Tuesday of April, 1899, at moon, the senators whose exacting terms would otherwise expire on March 4, 1899, shall continue in office until moon of the last Tuesday in April succeeding such expiration; and the iast Tuesday of April at moon shall thereafter be substituted for the 4th of March as the commencement and termination of the official term of the President, Vice President, senators and representatives in Congress.

Left for Home. The Richmond Guards, under command of Capt. Kelly, returned home last evening. They capt. Kelly, returned home last evening. They were escorted to the depot by the Washington Cadet Corps, commanded by Major Fleetwood and staff. Owing to the inciemency of the weather the street parade did not take place, but every member of the visiting corps was taken in charge and given a most enjoyable time. The command left the city highly pleased with their visit and the manner in which they had been entertained.

Two colored men wers arrested near Win-chester a few days since as suspicious charac-ters. One answered the description of the as-caliant of Miss Gloyd at Galihersburg, Md., and, consenting, was taken to Rockville for identifi-sation.

Nervous Debilitated Men, Nervous Debilitated Men,
You are allowed a free trial of thirty days of
the use of Dr. Dye's celebrated Voltaic Belt,
with electric suspensory appliances for the
speedy relief and permanent cure of nervous
debility, loss of vitaity and manhood, and all
kindred troubles; also for many other discusses.
Complete restoration to health, vigor, and nanhood guaranteed. No risk is incurred. Illustrated pamphlets, with full information, terms,
&c., mailed free by addressing Voltaic Belt
Company, Marshall, Mich.

CITY ITEMS.

HOWLAND DENTAL ASSOCIATION, 211 FOR HowLard Denyal Association, 711 Four-and-a-half street northwest, three doors north of Pennsylvania avenue. E. P. Howland, M. D., C. H. Howland, D. D. B., surgical, operative, and mechanical dentists, Extractions, under ni-trous oxide, 50 cents each tooth, and only-fold of the control of the control of the administered nitrous oxide to over 40,000 per-sons, Artificial teeth \$7 per set. Gold, amai-gam, and white fillings inserted in the best manner. All work warranted first class.

"Alderney Dainy Wagons,"—Fresh Alderney Butter churned every morning and delivered in % pound "Ward" prints, at 40 cents per pound. Also, cottage cheese, 5 cents per ball; buttermit, 5 cents per quart, and sweet milk at 5 cents per quart.

BERRELITY, a pure ryo whisky, the beston the marked for the price, 14 per gallan, 31 a quart, and 50 cents a pint, 25 cents a sample bottle, Tharp, 613 F street northwest) NAVAL DIRECTORY.

List of the Officers of the Navy Employed in Washington Under the Bureaus of the Navy Department, Season of 1885-1886.

nureau of Navigation.

1. John G. Walker, Capt., 1730 H st., The Everett.
2. George E. Belknap, Commodore, naval ob-servatory.
3. John R. Bartlett, Commander, 1880 Jefferson place.

4. Allan D. Brown, Commander, naval observatory.

5. Wm. Bainbridge Hoff, Commander, 1511 n. Bainbridge Hoff, Commander, 1511 6. Bowman H. McCana, 20th st. 7. Wm. H. Parker, jr., Lieut., 3012 Dumbar-Bowman H. McCalls, Commander, 1502 ave.
Seth M. Ackley, Lieut., 2016 Hillyer place.
Edwin C. Pendleton, Lieut., 1752 M st.
John F. Meigs, Lieut., 1751 P st.
Wm. H. Reeder, Lieut., 1295 18th st.
Charles C. Cornwell, Lieut.
Raymond P. Rogers, Lieut., 1833 Jefforson

2. Charles C. Cornwell, Lieut.
2. Charles C. Cornwell, Lieut.
3. Seaton Schroeder, Lieut.
3. Seaton Schroeder, Lieut.
3. Washington O. Sharrer, Lieut., 2021 N st.
3. Nathan E. Niles, Lieut.
4. Washington O. Sharrer, Lieut., 2021 N st.
5. Nathan E. Niles, Lieut.
5. Charles G. Bowman, Lieut.
6. Heaven C. Lieut.
6. R. G. Bavenport, Lieut.
7. R. G. Davenport, Lieut.
7. R. G. Davenport, Lieut.
7. Wainwright Keilogg, Lieut., 1708 H st. n.w.
7. Wm. H. Driggs, Lieut., 1416 K st.
7. Geo. L. Dyer, Lieut.
7. Lieut.
7. Lewis C. Heilner, Lieut.
7. Lazarus L. Reamp, Lieut., 1305 F st. n.w.
8. Whitmul P. Ray, Liout.
8. Lewis C. Heilner, Lieut.
8. Lewis C. Heilner, Lieut.
8. C. F. Emmerich, Lieut., 1704 F st.
8. W. H. Driggs, Lieut., 1744 F st.
9. Channey Thomas, Lieut.
9. Channey Thomas, Lieut.
9. E. F. Qualtrough, Lieut.
9. E. F. Qualtrough, Lieut.
9. L. W. H. Allen, Lieut.
9. L. W. H. Allen, Lieut.
9. L. W. H. Allen, Lieut.
9. J. C. Colwell, Lieut.
9. J. C. Colwell, Lieut.
9. W. H. Allen, Lieut.
9. W. H. Allen, Lieut.
9. J. H. Henry T. Mayo, Lieut.
9. J. C. Gillmore, Ensign, 1924 N st.
1. A. G. Winterhalter, Ensign.
9. J. C. Gillmore, Ensign, 1824 H st.
1. M. L. T. Haylor, Ensign, 1824 H st.
1. M. L. T. Haylor, Ensign, 1824 H st.
1. M. L. J. Werlich, Ensign, 1732 21st st.
1. M. L. T. Haylor, Ensign, 1824 H st.
1. M. L. J. Werlich, Ensign, 1825 I st.
1. Huny Rodman, Ensign, 1825 I st.
1. Huny Rodman, Ensign, 1825 I st.
1. Hungh Rodman, Ensign, 1825 I st.
1. Hungh Rodman, Ensign, 1825 I st.
1. Hungh Rodman, Ensign, 1825 I st.
2. Hugh Rodman, Ensign, 1826 I st.
3. Wingled S. Schley, Commander, 1722 I st.
3. J. R. Ensign, 1770, Naval Observ.
5. Silmson J. Brown, Prof., Naval Observ.
5. Silmson J. B

61 Stimen J. Brown, Prof., Naval Observ.
Bubbau Equipment and Bechutting.
1. Winfield S. Schley, Commander, 1732 I st.
2. Charles J. Train, Lt. Comdr., 1642 Conn. av.
3. Wm. M. Irvin, Lleut., 1213 K st.
4. Nathaniel R. Usher, Lieut., 1213 K st.
Bubbau Grown Gendrance.
1. Montgomery Sicard, Captain, 1417 Mass. av.
2. George W. Summer, Comdr., 1650 R. I. avo.
3. Albert R. Coudon, Lieut., 1415 20th st.
4. Newton E. Masson, Lieut., 1419 18th st.
5. Ches. A. Bradbury, Lieut., 1110 16th st.
6. Bradley A. Fiske, Lieut.
7. Thomas S. Hodgers, Lieut., 1721 I st. m. w.
Bubbau Frovisions and Clotting.
1. J. A. Smith, Pay Inspector.

 J. A. Smith, Pay Inspector.
 W. W. Galt, P. A. Paymaster. BUREAU MEDICINE AND SUBGERY 1. Francis M. Gunnell, Mod. Director, 600 1. Francis St. Guinieri, 1982. John M. Browne, Med. Dir., The Portland.
2. John M. Browne, Med. Ling-r, 1231 17th et.
4. Win. R. Van Heypen, Surg., 1021 15th et.
5. Charles H. White, Surg., Naval Dispensary,
6. John C. Boyd, P. Asst. Surg., Ebblit House,
7. C. H. H. Hall, P. A. Surg., Museum 8. Edward H. Green, P. A. Surg., sunderland EUREAU CONSTRUCTION AND REPAIR.

16th st. nuegau steam enginerring.

1. Chas. H. Loring, Chf. Engineer, 1334 19th st. 2. Wm. H. Harris, Chief Engineer, 1307 K st. 5. J. C. Kafer, Chief Engineer, 1877 1 st. 4. W. A. H. Alien, Chief Engineer, 219 3d st. 5. W. H. Nauman, Chf. Engineer, 1522 Pierce Plane.

6. W. L. Saliner, S. A. Engineer, Silver Flace, 6. Henry Herwig, P. A. Engineer, Silver Springs, Md.
7. Geo. W. McEiroy, P. A. Engineer, 8. Edward O'C. Acker, P. A. Engineer, 9. James M. Pickreil, P. A. Engineer, 10. Martin Bevington, P. A. Engineer, 10. Martin Bevington, P. A. Engineer, 11. David B. Harmony, Com., The Portland, 2. Charles H. Stockron, Lieut, Com.

EXECUTIVE INFORMATION. Bids for supplying stationery to the Treasure spartment were being opened yesterday.

The Secretary of the Treasury has appointed dward White, of Indiana, as confidential lerk to the third auditor. The President yesterday appointed Mesera George W. Adams and James E. Fifth to be trustees of the referm school of the District of Columbia for the term of three years from

this date.

An order has been issued by Supervising Inspector General Dimont, but the steambout inspection service, fixing the office hours of inspectors from 9 a.m. to 4 p. m., except when on actual inspection duty.

A board of naval officers has been appointed to meet at the Navy Department on June 17 to examine for promotion Commodores James A. Jouett and John H. Russell, and Capt. James A. Greef. Commodore Russell will take command of the south Atlantic station, with Capt. S. L. Breeze to command his flagship, Lauester.

caster.

The civil service commission on May 22 adopted an order that a confidential cierk to the third andifor might be selected without passing a civil service examination. Commissioner Lyman voted against the order, and helds that as the third anditor is not the "head of an office" within the meaning of the law he is not entitled to a confidential cierk.

DIED.

MONHOE — WINNIE MONHOE, aged 45 years.

Fineral will take place Tuesday afternoon
at 5 o'clock from the Fifteenth Street Presbylerian Church. Friends are invited to attend.

YARDLEY.—At Washington, on the 18th of June, 1883, studently, Gronor Econor Yardley, U. S. N.
Services will be held at The Belyidere, 301
Pennsylvania avenue, on Tuesday at 6 o'clock p. m., to which friends are invited. The remains will be taken to Burlington, N. J., and interred in the family vanit. interred in the family vanit.

HADEN—On Saturday, Jone 12, 1886, at 9:30

a. m., of paralysis, Dr. Almert Bouolass
HADEN, in the 66th year of his age.

Funeral from his late residence, 1342 Corcoran street northwest, Tuesday, June 15, at
11:20 a. m. Funeral private. Interment, Oak-

UNDERTAKERS. W. R. SPEARE, UNDERTAKER,

940 F STREET NORTHWEST. #a-Everything strictly first-class and on the out reasonable terms.

[Camp Chairs to hire for all occasions.] TETEPHONE CALL-340. JOSEPH C. LEE,
Formerly of Henry Loc's Sons, Undertakers
NEW AND COMMODIOUS WAREHOOMS,
NO. 325 Pennsylvania avenue N. W.

PROPOSALS.

PROPOSALS FOR WINDING AND KEEP-ING IN REPAIR OF CLOCKS. DEPARTMENT OF THE INTERIOR, Sealed proposals will be received until 12 O'CLOCK M. TUESDAY, JUNE 22, 1886, 12 O'CLOCK M. TUESDAY, JUNE 22, 1886, for winding and keeping in repair the clocks of this department and its several bureaus for the fiscal year ending June 20, 1887.
Instructions to bidders will be furnished or application to the Custodian, room 104, Department of the Interior.
Proposals to be addressed to the undersigned and marked "Proposals for Winding Clocks." [c4-10-15-15] I. Q. C. LAMAR. Secretary.

PROPOSALS FOR DRAWING INSTRU-

UNITED STATES NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERIN UNITED STATES NAVY DEPARTMENT,
BUREAU OF STRAM ENGINEERING,
Proposals, in duplicate, sealed, and indorsol
on envelope "Bids for Drawing Instruments,
to "will be received at this office (from regunt, lealers or manufacturers only) until 12
o'chek m., JUNE 16, 1886, for the following
supplies, of best quality, to be delivered within
wenty days from date of award, in this office
to the usual conditions and inspection, viz:
BUREAU OF STEAM ENGINEERING,
DRAWING INSTRUMENTS AND MATERIALS

DRAWING INSTRUMENTS AND MATERIALS Blank forms for proposals, and schedules for the articles required, will be furnished upon application at this office, and all necessary in rmation.
Two responsible sureties are required for the rompt and faithful delivery of the articles warded, and the competency of the guarantors entified to before a notary or other public.

officer.

The right is reserved to reject any or all bids that may not be deemed advantageous to the government, to waive defects, and to award by items, if deemed advisable.

CHAS, H. LORING, nuv25-tiw Engineer in-Unlef, U. S. N.

DROPOSALS FOR FUEL. WAR DEFARTMENT, May 3, 1886.
Scaled proposals (in duplicate) will be received at this office until 11 o'clock atom, THURSDAY, JUNE 17, 1886, for furnishing the War Department with such quantities of WOOD and COAL as may be required in the fiscal year ending June 19, 1887.

Proposals will be received for the whole or any part of the fuch required.

The fuel (Coal and Wood) to be delivered at the War Department Bureaus or offices in Washington for which required by the parties to whom the contract (or contracts) may be awarded, in such quantities and at such times as the convenience of the Department may require. WAR DEPARTMENT, May II, 1886. quire.

The Government reserves the right to reject any and all bids.

Fuel for the State, War, and Navy Department Building is not included in this adver-

ment Building is not included in this adver-tisement.

Specifications, general instructions to hid-ders, and blank forms of proposal will be fur-nished to established dealers upon application to this office.

Proposals should be inclosed in sealed en-velopes indorsed on the outside "Proposals for Fuel," and addressed to the undersigned.

Assistant Quartermaster, U. S. A. my1,3,4,5,je1+4:15

PROPOSALS FOR SUPPLIES. PROPOSALS FOR SUPPLIES.

OFFICE OF PUBLIC BUILDINGS AND GROUNDS,
NO. 1700 PENNSYLYAMIA AVENUE,
WASHINGTON, D. C., May 19, 1880.

Scaled proposals, in duplicate, will be received at this office until 12 o'clock, noon,
SATURDAY, JUNE 19, 1886, and opened immediately therenfer in presence of bidders,
for supplies required by this office during the
fiscal year ending June 30, 187, as follower:
Class 1, Florist's Supplies; Class 2, Flower
Pots; Class 8, Paints, Olfs, &c.; Class 4, Hardware; Class 8, Agricultural Implements, &c.;
Class 6, Electric Battery Supplies; Class 7, Terra
Cotta Drain Pipe; Class 8, Stationery; Class 17,
Manure; Class 19, End and Gravel; Class 11,
Soli; Class 12, Ice; Class 13, Lime and Coment;
Class 14, Rivies; Class 15, Sod; Class 16, Fuel;
Class 17, Lumber; Class 18, Use of Teams and
Wagons; Class 19, Park Settees.

SEPARATE proposals for each class are desired; the curvelopes will be indoresed to indicate the class for which the bid is made.

The U. S. reserves the right to reject any and
all proposals. The U. S. reserves the right to be a significant of the proposals.

Forms and specifications can be obtained at this office.

JOHN M. WILSON, Colonel, U. S. Army, my19,20,21,22,je14,15 ft

S.S.S. Scrofula of Lungs.

I am now 40 years old, and have suffered for the last fifteen years with a lang trouble. I have spent thousands of dollars to arrest the march of this disease; but temperary relief was all that I obtained. I was until for any manual labor for several years. A friend strongly recommended the nee of fivility 8 specific (S. S. S.), claiming that he laines! I had been greatly benefited by its use in some lung troublet. I resilved to try it. The results are remarkable. My cough has left me, my strength has returned, and I welfs sixty points more lung troublet. It has been then, my strength has returned, and I welfs sixty points more lung to red iid in my life. It has been then, he was a large that the contract of the disease, and there by he had no return of the disease, and there do the hardest kind of mechanical work, and feet as well as I ever fell since I was a boy. These, I know, are wenderful estatement to make, but I am hone when I say that I owe my existence and health to day to S. S. I would be recreasnt to the duty owe to humanity if I falled to bear this che erfectioney to the merits of this wonderful mellet to I MONTSONTHY, ALA., June 20, 1885.

Ewitt's Specific is entirely vestable. Treatsies of

Swift's Specific is entirely vesstable. Trenisies Blood and Skin Diseases mailed froe. THE SWIFT SPECIFIC CO., Drawer S, Atlanta, Ga.

ASTHMA GERNAS ASTRIA CURE fantantly, refleves the most violent attacks, and trauras configuration to the configuration of the configura inhalation, thus reaching the disease direct, rena-ce the spaam, facilitates free **CURES** expectoration, and EFFEUTS **CURES** expectoration, and EFFEUTS in the service of the most where all either cancelles fact. A trial convinces the most where all either cancelles fact, at real curver-facility effect. where all other remedies field. A trial conviouse the most skeptical of its hamcolists, direct and unver-failing effect Prices 500, and \$1.001 of dragating of by mail. This ham from the stamp, Dr. B. SCHIPP WAN, vi. Luci, Wise A on free the stamp. Dr. B. SCHIPP WAN, vi. Luci, Wise

PHOTO-ENGRAVING.

Having recently Pitted up a PHOTO-ENGRAVING ESTABLISHMENT In connection with my Patent Process I amprepared to furnish
ILLUSTRATIONS FOR NEWSPAPERS ATSHORT NOTICE. MAURICE JOYCE.

FINANCIAL.

B.K. PLAIR. W. B. HIRES B. K. Plain & Co., BROKERS.

Stocks, Grain, Provisions, and Oil. St. Cloud Building, 9th and F Sts.

Chicago Correspondents: Charles Connsel-san & Co. references; National Bank of the Republic.
Constant Quotations of Chicago and New York Markets by Special Wires.
Telephone, 548.

J. W. WALEH. T. I., CHOPLEY. F. B. SHAPER. WALSH, CROPLEY & CO., BANKERS AND BROKERS, Stocks, Grain, Provisions, & Petroleum, 1419 F ST. (Glover Bullding),

Washington, D. C. J. VANCE LEWIS, BROKER,

Stocks, Grain, Provisions, and Oil. LE DROIT BUILDING,

8th and F Sts. PRIVATE WIRES TO NEW YORK AND CHI-CAGO.

LOTTEDTES. CAPITAL PRIZE, 875,000 L 888 L 888 L LLL 888

LLLL "We do hereby certify that we supervise the arrangements for all the Monthly and Quarterly Drawings of the Louisians State Lottery Company, and in person manage and control the Drawings themselves, and, that the same are

It Eurly

We the undersigned Banks and Bankers will pay all prizes drawn in the Louisiana State Lotteries which may be presented at our count-ers. J. H. OGLESBY, Pres, La. Nat. Bank,

COMMISSIONESS.

J. W. KILBRETH, Pres. State Nat. Bank, A. BALDWIN, Pres. N. O. Nat. Bank. UNPRECEDENTED ATTRACTION ! OVER QUARTER MILLION DISTRIBUTED ! LOUISIANA STATE LOTTERY COMPANY, Incorporated in 1868 for 25 years by the Legislature for educational and charitable purposes, with a capital of \$1,000,000, to which a reserve fund of over \$600,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution, adopted December 2, A. D. 1879. Its Grand Single Number Drawings will take Its Grand Single Number Drawings will take place monthly. It never Seales or Fostpones. Look at the following distribution:
GRAND MONTHLY DRAWING At the Academy of Music, New Orleans, TUES-DAY, JULY 13, 1886.

DAY, JULY 15, 1886.

160,000 Tickets at Five Dollars Each, Fractions in Fifths in Proportion. LIST OF PRIZES. APPROXIMATION PRIZES,

9 Approximation Prizes, \$750..... 9 do. do. 500..... 9 do. do. 250..... . \$265,500 1967 Prizes, amounting to teans.

For further information write clearly, giving full address.

Fosial Notes, Express Money Orders, or New York Exchange in ordinary letter. Currency invariably by express (at our expense), addressed

M.A. DAUPHIN,

New Orleans, La.

Make P. O. Money Orders payable and address Registered Letters to NEW ORLEANS NATIONAL BANK, New Orleans, La.

FAMILY SUPPLIES.

USE CERES. STERLING, MINNEOLA.

GILT EDGE, or GOLDEN HILL FLOUR, And you will always have Beautiful Bread, Rolls, and Biscuits.

Wholesale Depot, corner First street and Indi-ans avenue. WM. M. GALT & CO. ESTABLISHED 1811.

CHOICE OLD WHISKIES!

MILD, MELLOW AND DELICIOUS. The peculiar medicinal qualities of Whiskey dis-dished from the fasest growth of Eye in the renowned valley of the Monoigneles have attracted the at-ientism of the Medical Faculty in the United States to such a segree as to place it in a very high post-tion among the Materia Medica. We beg to invite the attention of connoisseurs to our celebrated fine OLD WHISKIES, which we offer at the following prices, IN CASES CONTAIN-ING ONE DOZEN BOTTLES EACH: Old Reserve Whiskey, - - \$18 00 Unrivaled Upper-Ten Whiskey, 15 00 Brunswick Club Whiskey - - 12 00

If you cannot obtain these Whiskies from your Groce, we will, on receipt of Bank draft, Bearingers Groce, we will, on receipt of Bank draft, Bearingers of the property of the second of their Order of C.O.D. if preferred, deliver them to your address, by Express, charges prepaid, to all points east of Misskepp river, or by freight to may part of U. S. prepaid.

For EXCELLENCE, PULITY, and EVENNESS OF QUALITY, the above are Unsurpassed by any whickies in the market. They are entirely FRES FROM ADULTERIATION, and possess a natural savor and fine tonic properties.

These Whitkies are said under guarantee to give perfect satisfaction; otherwise to be returned at our expense. Correspondence solicited. H. & H. W. Catherwood

114 South Front St., Philadelphia. New York Office, 16 South William St

PENNYROYAL PILLS "CHICHESTER'S ENGLISH."

The Original and Only Gentine,
flat and always littlette. Bernis of workless Indianous
flat and always littlette. Bernis of workless Indianous
flat and always littlette. Bernis of workless Indianous
"Chickenste's English" and take no olar, or indeed on
"Chickenste's English" and take no olar, or indeed on
"Chickenste's English" and take no olar, or indeed
"Chickenste's English" Madlaon Equare, Frilinda, Pa
Bold by Denggists everywhere. As to "Chickenster's English" Pennyroyal Fills. Tearnouther. TRAVELER'S GUIDS

THE GREAT PERSONAL AND SOUTHWEST.
DOUBLE TRACK. SPLENDID SORT SALES.
STEEL SALES. MAGNIFICENT EQUIP. FIRED RAIDS: MAGNIFICET EQUIP.

MENT.

TRAINS LEAVE Washington from station, corner 6th and 8 streets, as follows:

For Pittsburg and the West, Ginoago Limited Express of Paiace Steeping Cepts at 9:50 a. m. daily, Fast line, 9:50 a. m. daily to Unofitual and St. Louis, with Steeping Cept at 9:50 a. m. daily, Fast line, 9:50 a. m. daily to Unofitual and St. Louis, with Steeping Corner of the Corner of Louising to Citedenaid, and Hotel Carles with Steeping Car Athona to Chicago, Chicago Express, at 7:10 p. m. daily, with Steeping Car Athona Chicago, Chicago Express, at 7:10 p. m. daily, with Steeping Car Washington to Chicago, and Harrisburg to Cleveland, connecting at Harrisburg with Western Express, with through Steepers for Louisville and St. Louis, Pacific Express, 10 p. m. daily for Pittsburg and the West, with through Steeper Harrisburg to Chicago.

RALTIMORE AND POTOMAC RAILROAD, For Eric, Canandaigua, Stechester, Buffslo, Niagara 10:00 b. m. daily covent Santillay with Palace Cars Washington to Hochester, PorWilliamsport, Lock Hayen, and Elmira, at 9:50 s. m. daily, except Sunday, For New York and the Essa, 7:15, 9:00, and 11:20 p. m. Limited Express of Pullman Parior Cars, 9:40 a. m. and 3:50 p. m. daily, except Sunday, For Boston without change, 2:00 p. m. every Lock and Lock Cars Washing Parior Cars, 9:40 a. m. and 3:50 p. m. daily, except Sunday, For Boston without change, 2:00 p. m. every Lock and Lock Cars Washington Cars, 9:40 a. m. and 3:50 p. m. daily, except Sunday, For Boston without change, 2:00 p. m. every Lock and Lock Cars Washington Cars, 9:40 a. m. and 3:50 p. m. daily, except Sunday, For Boston without change, 2:00 p. m. every Lock and Lock Cars Washington Cars, 9:40 a. m. and 2:50 p. m. daily except Sunday, For Boston without change, 2:00 p. m. every Lock and Cars.

day,
For Brooklyn, N. Y., all through trains con-For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Folton street, svoiding double ferriage across New York city. For PBH delphis, 7:15, 9, 2nd 11 a. m., 2, 4:15, 6:20, 10, and 11:20 p. m. On Bounday 9 a. m., 2, 4:15, 6:20, 10, and 12:20 p. m. Lamited Express, 16:30 a. m. and 5:20 p. m. daffly, except Sunday. For Baltimore, 6:25, 7:15, 9, 9:40, 9:20, 11 a. m., 12:05, 2, 2:30, 4:15, 4:20, 4:20, 6:20, 7:10, 10, and 11:20 p. m. On Funday, 9, 9:20, 11 a. m., 2, 4:15, 6:20, 7:10, 10, and 11:20 p. m. For Pope's Crock Line, 7:15 a. m. and 4:20 p. m. daily except Sunday. For Annapolis, 7:15 a. m., 12:05 and 4:23 p. m. daily, except Sunday. Sundaya, 9 a. m., 4:15 p. m. m dally, except Simuay, Sundays, 24, 115 p. in.
ALEXANDRIA AND FREDERICKSBURG
RAILWAY, AND ALEXANDRIA AND
WASHINGTON RAILROAD,
For Alexandria, 690, 738, 925, 1191, and
11:35 s. m., 295, 4:25, 4:35, 6:31, 8:05, and 11:37
p. m. On Sunday at 6:90, 9:25, 11:91 a. m., 8:95
p. m. p. m. On Sunday at 6.90, 9.25, 11.91 a. m., 8.95 p. m.

For Richmond and the South, 6.90, 11.91 a. m., daily, and 4.35 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, etc., 8.90, 10.90, 10.10 a. m., 1.90, 3.05, 3.23, 6.10, 7.95, and 10.42 p. m., and 12.10 midnight (except Monday). On Sunday at 5.90 and 10.10 a. m., 7.95, 10.34 p. m., and 12.10 might; except Monday). On Sunday at 5.90 and 10.10 a. m., 7.95, 10.34 p. m., and 12.10 might; except Monday.

Tickets and information at the 600.00, north-east corner of 12th street and Fennsylvania avenue, and at the station, where orders can be left for the cheeking of beggness to destination from hotels and readeness.

CHAS, E. FUGH, General Managee.

CHAS, E. FUGH, General Managee.

CHESAPEAKE AND OHIO BAILWAY.

CHESAPEAKE AND OHIO RAILWAY.

(Leave B. & P. Depot, Sixth and B streets.)

11:15 A. M.—For all way, stations, Lexington, M., For all way, stations, Lexington, M., Louisville, Cincinnat, Columbres, and St. Louis, Bally except Sunday.

11 A. M.—For Newport News, Old Point Comfort, and Norfolk. Daily except Sunday.

5:30 P. M.—For Louisville, Cincinnati, St. Louis, and Chicago, connecting for all points West, Northwest, and Southwest. Fast Express (daily); does not stop for local business. Through Pullman service to Louisville and Cincinnati.

For tickets and information apply to C. & O. railway office, 6:31 Pennsylvatils avenue, under National Hotel: Vinginia Midland railway office, 6:01 Pennsylvania avenue, and B. & P. Station.

Telephone call, 555-3.

FRANK TRIGG,
Eastern Passenger Agent,
Eastern Passenger Agent,

PALTIMORE AND OHIO BAILBOAD.

nedule in effect SUNDAY, MAY 30, 1886, until further notice. Leave Washington from station, corner of New Jersey arenne and C street. For Chicago be a.m. and 10:10 p. m., daily. The 10:00 a.m. is a Fast Limited Express for Pittsburg and Chicago, arriving in Pittsburg at 7:30 p. m., Chicago next morning at 8:30. No extra fare is charged on this train for fast time. extra fare is charged on this train for fast time.

For Cincinnatii, Louisville, and St. Louis, daily, at 3:20 p. m. and 19:10 p. m., with through coaches and Falace Steeping Cars to allove points, without change, 3:30 p. m. is a first limited train to Cincinnati and St. Louis, arriving in Cincinnati next morning at 7:15, St. Louis, 6:30 p. m. Ne extra fare is charged on on this train for fast time.

For Pitisburg at 10:30 a.m., and 8:55 p. m. daily, to Pitisburg, Cleveland and Detroit, with Monarch Farlor and Sleeping Cars to Pitisburgs, For Natural Bridge, Lexington, and Virginia Springs (10) p. m., with Sleeping Cars, daily, For Harrisonburg and Local Stations 8:30 a. m., adily, except Sunday, and 10:10 p. m., daily.

For Baltimore on week days, 5, 6:30 a.m., can Jaily.

For Baltimore on week days, 5, 6:30, 6:40, 7:30, 8:50, and 16:66 a. m., 12:10, 1:35, 8:15, (45-minute train,) 3:59, 4:30, 4:40, 5:40, 6:40, 7:30, 8:25, and 5.30, and 1930 a. m., 1210, 1235, 315, 43-minute train, 339, 439, 449, 549, 549, 649, 730, 825, and 1140 p. m.

For Baltimore on Sundays, 630, 730, 825, and 1026 a. m., 125, 130, 330, 440, 540, 640, 730, 825, 1130 p. m., 6419, with Pullman Sleeper, Washington to New Orleans.

For Amazolis, 640 a. m., and 1210 and 430 p. m., on Sunday, 830 a. m., 430 p. m., 640 a. m., 1210 p. m., 330, 430, 750, and 1150 p. m. Or Sundays, 830 a. m., 1210 p. m., 500, 430, 750, and 1150 p. m. Or Sundays, 830 a. m., 641, 645 a. m., 6 a, m., 12:30 and 11:35 p. m., daily, except Sunday, For Frederick, 5:40 a.m., and 4:40 p. m., daily, except Sunday, For Hagerstown 19:50 a.m., and 5:31 p. m., daily, except Sunday, Trains arrive from the West daily, 6:20, 7:20 a.m., 1:15, 6:30, and 16:30 p. m. (New Orleans rpress).
From Annapolis 8.30 a. m., and 1.50 and 5.20 a. m., Sunday, 10.30 a. m., 6.33 p. m.
From Harper's Ferry and Valley Railroad, 20 a. m., daily, and 5.50 p. m. daily, except

7.20 a. m., daily, and 6.50 p. m. daily, except Sunday.

From Frederick and intermediate points, 8.25 a. m., and 8.15 p. m., daily, except Sunday.

Trains leave Ballimore for Washington at 5.10, 6.20, 7.29, 920, 930, and 10.20 a. m., 12.15, 220, 3.4, 4.25, 5. 6.20, 7.15, 9. and 11.20 m.; on Sundaya, 6.30, 7.29, 9.50, and 9.50 a. m., 1.20, 2.20, 4.20, 5.00 6.20, 7.15, 9. and 11.20 p. m.

All trains from Washington stop a Belay Station except 1.25, 3.15, and 6.19 p. m.

For further information apply at the Baltimore and Ohio Tricks Office—Washington Station, 6.19 and 1.25 Pennsylvania avenue, corner of Fourteenth street, where orders will be baken for baggait to be checked and received at any point in the city.

B. DUNILAM.

Gen. Mausager. Baltimore.

WASHINGTON, OHIO AND WESTERN AND WASSINGTON, OHIO AND WESTERN RAIL On and after November 15, 1885, trains will leave from and arrive at Sixth and E strests depot as frein and arrive at Sixth and B stress depot as follows:
Leave Washington 9 a. m. and 4:46 p. m. daily.
Arrive at Leesburg 11:00 a. m. and 6:45 n. m. daily.
Arrive at Round Bill at 11:47 a. m. and 7:32 p. m. Arive at Round Bill at 11:47 a. m. and 7:32 p. m. Reinraing, leave Round Bill 6:51 a. m. and 1:20 p.
m. Fass Leesburg 6:37 a. m. and 2:12 p. m. and
arrive at Washington 8:35 a. m. and 4:10 p. m.
The train leaving Washington at 4:40 p. m. and
the train arriving at 8:35 s. m. are daily. All other
trains are daily except flunday.
Monthly and commutation rates to all pents.
B. BELL.
Superintendent, Alexandria, Va.

STRAMBOAT LINES.

DAILY LINE TO NORFOLK AND FORTRESS MONROE AND THE SOUTH.
Cheap Rates and Superior Accommodations.
Sate and commodions Stra. LADY OF LAKE
and ANE MOSELEY DAILY.
Stopping at Colonial Beach, Piney Peint; and
Cornheld Harbor going and returning.
Secure rooms and dekets at Baltimere and
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check hegistage. Chio Offices, 1851 and 619 Pa. avel, who will check barkage.
For information inquire at General Office, 6th at. Wharf. Telephone call 91.
ALFRED WOOD, See'y and Treas.
GEO. R. FHLLIPS, Superintendens.

DAILY LINE TO NORFOLK AND FORT SIT. GEORGE LEARY! SIT. EXCELSIOR 1.
One of which leaves Seventh-street wharf daily (except Sunday) at 520 p. m.
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LEAVED BY AND STATES, BUST ACCOMMODATIONS, FORE, 1.25. ROUND THEP, 22.
KUTCHEAF RATES, BUST ACCOMMODATIONS, FORE, 1.25. ROUND THEP, 22.
KUTCHEAF STATES, BUST ACCOMMODATIONS, FORE, 1.25. ROUND THEP, 22.
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KUTCHEAF, 125. ROUND THEP, 23.
KUTCHEAF, 125. ROUND THEP, 23.
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At OLD POINT with Steamer ARIEL for BICHMOND. RICHMOND,
Scenre rooms and tickets at Baltimore and
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will also check isognate from hotel and private
residences.
For further information inquire at Company's
Office, 7th-st. whist. Telephone Call 735-3,
my12-11 WM, P. WELCH, General Agent.

myl3-H WM. P. WELCH, General Agont
CLYDE'S NEW EXPRISSS STEAM PACKET
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PHILADELPHIA, WASHINGTON, AND
AZE APPOINTED SAILING DAYS.
From PHILADELPHIA weep Saiurday, 12 m.
From WASHINGTON every Monday, 12 m.
From WASHINGTON every Monday, 12 m.
Through and prompt connection with New York,
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KEYES & CO., Corner Fourteenth and D Streets Northwest,